



COMMUTE TRIP REDUCTION PLAN



Midday traffic on I 405 at North 30th Street overpass

Agency: City of Renton

Date: May 11, 2007

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COMMUTE TRIP REDUCTION (CTR) PLAN

The City of Renton, in accordance with State law, is required to have a Commute Trip Reduction (CTR) Law. The CTR Law was adopted in the early 1990s to reduce traffic congestion and improve air quality. The CTR Law requires employers with 100 or more fulltime, permanent, year-round employees who arrive at work on weekdays between the hours of six and nine in the morning, to have transportation programs for their employees supporting non-single-occupant-vehicle (non-SOV) commute modes. The CTR Law requires CTR-affected employers to: designate an employee transportation coordinator (a person who helps educate employees about commute options), submit a CTR program report each year and, every two years, the employers must survey their employees on their commute choices.

The Washington State Legislature passed the CTR Efficiency Act in 2006 requiring local governments in counties experiencing the greatest vehicle-generated air pollution and traffic congestion to develop and implement CTR plans to reduce single-occupant vehicle commute trips. The City of Renton CTR plan has been prepared in accordance with RCW 70.94.521.



Afternoon Traffic on South Grady Way

The City of Renton CTR Plan compiles adopted goals and policies, accounts for facilities and services, and marketing strategies aimed at reducing drive alone commute trips and vehicle miles traveled over the next four years. The CTR Plan documents roles of partners involved in implementing and supporting the CTR Law within Renton and also provides a financial plan detailing how this program will be funded.

Building upon the success of the existing CTR program, the City of Renton strives to meet the goals of the plan by working in partnership and coordination with others. The City of Renton CTR Plan has been developed through involvement with employers, transit agencies, and other jurisdictions within King County and in the Puget Sound Region. This plan supports the City of Renton vision (see Appendix) and the goals of the City of Renton Comprehensive Plan.

INTRODUCTION

Agency: City of Renton

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I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

This section describes existing and planned land use and transportation facilities influencing Renton's ability to meet goals for reducing drive alone commute trips and vehicle miles traveled. This section has been prepared using Renton's Comprehensive Plan and other planning documents. King County Metro Transit prepared information on transit services and facilities (Sound Transit facilities and services are also reflected).

REQUIRED INFORMATION

A. Location of CTR work sites

Provided in the Appendix is a list of CTR-affected worksites and the employee transportation coordinators (ETCs); a series of maps showing the locations of CTR-affected work sites within the City of Renton (and related transit services and characteristics); and a list of the employers' characteristics and photos of the CTR-affected worksites.

None of the CTR-affected worksites share a campus or buildings, but for the purposes of this planning document, employers have been grouped geographically (where feasible) and when conditions at worksites are common (i.e., access from a common road, similar bike/pedestrian facilities, etc.). None of the CTR work sites within the City of Renton are "clusters" in the true sense of the CTR Law. Typically clusters are employers situated within the same campus, sharing common building(s), etc. who are not divided by major roads.

There are three areas with clusters of CTR-affected employers' worksites: Lind (straddling Lind Avenue SW in the vicinity of SW 16th Street and SW 21st Street), Oakesdale (located along Oakesdale Avenue SW north of I 405 and in the vicinity of SW 7th Street), and North Renton (west of I 405 and north of North 6th Street). There are nine additional CTR-affected employer work sites elsewhere in the city. None of these are close enough to each other or to the clusters to be grouped.

B. Identify Major Issues Regarding Land Use and Transportation Conditions Around CTR Work Sites or Work Site Cluster.

More than half of the 22 CTR-affected employment work sites within the City of Renton can be grouped into three general geographic areas, areas with similar transportation and land use characteristics. The three geographic areas are the Lind Avenue SW corridor, the Oakesdale Avenue SW corridor, and the North Renton area: 72% of the people who are employed at CTR-affected work sites within Renton commute to one of these three geographic areas.

The **Lind Avenue SW corridor** has an "employment area – valley" land use classification and largely consists of office parks with multi-story office buildings and some light industry or warehouse uses. There is a potential for in-fill development in existing parking lots.

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Lind Avenue SW is a 5-lane arterial with future potential project in the 2002-2022 Renton Arterial Plan (a component of the Comprehensive Plan Transportation Element and included in the Appendix) for widening to accommodate traffic growth. Sidewalks and trails, including the Interurban Trail, the Green River Trail, and the Springbrook Trail are nearby with bike lanes on Oakesdale Avenue SW to the west and on SW 16th Street. This segment of Lind Avenue SW is south of the WSDOT future I 405 and SR 167 interchange projects.



Lind Avenue SW Corridor

Bus stops are located adjacent employment sites along Lind Avenue SW. King County Metro Transit Routes 153, 161 and 247 all serve these stops. These routes connect the employment sites to Kent and Renton during the peak hour commutes. King County Metro Transit VanShare offers short-distance vanpools that provide connections between worksites and transit facilities, such as the Tukwila Sounder commuter rail station or Downtown Renton Transit Center. The Sounder brings employees from south King County and Pierce County. Employees could walk to Grady Way SW to catch 140 and 161. The 140 connects Downtown Renton, Tukwila, and Burien.

Service frequency on Routes 101 and 140 were increased in 2007 as part of King County Metro Transit's Transit Now package. King County Metro Transit, the City of Kent, and the City of Renton are developing a joint service enhancement program for the route 153 to enable Metro to offer midday service and expanded service hours if possible. (King County Metro Transit materials are included in Appendix.)

Parking is ample with large surface parking lots with free employee and visitor parking. Generally, parking is available even in periods of high demand. Carpool parking is offered in many cases. Some parking is shared with other businesses.

The **Oakesdale Avenue SW corridor** is classified as "employment area – valley" land use. Oakesdale Avenue SW is a five-lane arterial with landscaped medians. It is located west of Lind Avenue SW and north of future I 405 construction activities. There are large

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surface parking lots shared with other tenants. It appears to be predominantly fully built-out, with some in-fill potential existing.

Sidewalks and a multi-lane road connect these employment sites to local arterials. These sites are near regional and local trail networks. Trails in the Oakesdale area include the Interurban Trail, the Green River Trail, and the Springbrook Trail.



Intersection of SW 7th Street and Oakesdale Avenue SW

Metro route 110 provides connectivity in morning and afternoon weekday peak periods and connects to commuter rail (four daily round-trip trains to/from the south) and transit centers. The sites are a moderate walk to SW Grady Way where additional transit service provides east-to-west linkages (Metro 140). Frequency enhancements to routes 101 and 140 were provided in 2007 as part of KC Metro's Transit Now package. The City of Renton may pursue a partnership for improved Metro Route 110 or 140 commuter shuttle service to CTR employer sites.

Free employee and visitor parking is available in surface lots with space available most times of the day/week.

The **North Renton area** is classified as "employment area – industrial" land use. Large parking lots offer potential opportunity for in-fill development. The area south of Lake Washington is experiencing rapid density/intensity growth with The Landing¹ and associated redevelopment scheduled to open in late 2007.

¹ <http://www.thelandingrenton.com/index.cfm?FuseAction=Page&PageID=100000>

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Earlier in 2007, there was a proposal to develop a regional events center for King County within this area² but the lack of financing for this project (potentially in excess of \$400 million in a combination of State of Washington, King County, and City of Renton funds) is a problem. The private partners in this project predicted the events center could have been in operation by the 2010 National Basketball Association (NBA) season. The potential still exists for future development to occur during the next few years.



Renton Boeing Plant/North Renton

Planned WSDOT I 405 improvements at North 8th Street include a high occupancy vehicle (HOV) direct-access ramp to the freeway (funded by Sound Transit) and widening of the mainline of I 405. A City of Renton SR 169 (Maple Valley Road) project will make improvements to ramps accessing I 405 from SR 169. Road improvements and other new infrastructure are under construction in North Renton, including Park Drive North, Garden Avenue North, Park Avenue North, and Houser Way.

Bicycle routes exist and/or are being planned in the vicinity of Lake Washington/Lake Washington Boulevard in conjunction with City of Renton Parks Department trail plans.

The area is not far from the Cedar River Trail, the future Sam Chastain Waterfront Trail, bicycle facilities along Lake Washington Boulevard (on east side and west side of Lake Washington), and shared use facilities at Garden Avenue North and North 8th Street.

² <http://www.rentonwa.gov/news/default.aspx?id=9500>

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Downtown Renton Transit Center

Ample transit available to this site from different trip origins/destinations and the sites are served with reasonably good service frequency. Routes on Metro include: 110, 167, 240, 342, and Sound Transit 560, 564 and 565. The 110 provides a link to the Downtown Renton Transit Center and Tukwila commuter rail station. The City of Renton has set aside funds to study the feasibility of initiating intracity services, including possibly a trolley line or streetcar between North Renton and the Green River Valley near Longacres.



Tukwila Commuter Rail Station at Longacres

A future Sound Transit Sound Transit Phase 2 vote (joint November 2007 ballot with RTID) will include a transit center and parking garage built for commuters located at North 8th Street in North Renton. This location will be a future I 405 bus rapid transit (BRT) stop.

Free parking at surface parking lots with space is generally available most days and times.

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The remaining (nine) sites are stand-alone sites or possess characteristics that make it difficult to couple them with other sites. 28% of the employees who are employed at CTR-affected work sites work at one of these nine worksites.

The remaining employer sites are divided up into three general types of employment: office (ex. Boeing Renton Village), industrial/manufacturing (ex. Cummins NW), and institutional (ex. Renton Technical College and Valley Medical Center). In most cases, these stand-alone sites have large free parking lots, however, many sites experience tight parking availability and some employees park on property not owned or leased by their company, such as city streets or adjacent property owner's lots.



Renton Technical College

Transportation improvements around these employer sites include: WSDOT's I 405, SR 167 and SR 169 projects, and future City of Renton SW 27th/Strander Boulevard, Rainier Avenue South and Hardie Avenue SW projects. Future projects for the NE 3rd/NE 4th Street corridor will also benefit commuters employed by CTR-affected employers in that area.

Transit services and facilities near these sites are generally reasonable and, in some cases, the transit services are the best in the city. Renton City Hall and the Boeing Renton Village office building are both within walking distance of the South Renton Park & Ride lot and a bit of a longer walk to the Downtown Renton Transit Center. The Downtown Renton Transit Center has more than 20 routes providing service between Renton, Kent, Auburn, Federal Way, Bellevue, Factoria, Newcastle, Black Diamond, Maple Valley, and Seattle.

Any employer could take advantage of King County Metro's VanShare program, a short-distance vanpool program to provide employer-end commute linkages between transit facilities and the employer site. Employment sites with less frequent transit service or those that are located a considerable distance from a bus stop, such as ER Solutions or Cutter & Buck, could take advantage of the VanShare program to enable their employees to connect to transit centers and the Sounder Commuter Rail Station on the Renton-

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Tukwila border. VanShare also offers registered drivers an ability to take midday personal trips, similar to a FlexCar car-sharing program.

C. Potential Actions for the Jurisdiction to Eliminate Barriers

Land Use – It appears opportunities exist for redevelopment in areas where currently there are large oceans of surface parking. Redevelopment could provide a mixture of uses including retail, restaurants, housing, etc. Examples include Boeing Garden Plaza and River Tech, as well as Classmates.com, ER Solutions, and King County Government (Black River) sites. For this to occur, dialog is needed between involved parties, including the existing businesses and neighboring businesses, property owners, and property management, City of Renton planning and development staff, and potential developers.

Transportation Facilities and Services – Throughout the city opportunities for improvements in nonmotorized transportation exist. Sidewalks and bicycle facilities and supporting facilities (street furnishings – such as benches and shelters or bike racks and lockers) could be enhanced or improved. The City of Renton does have a nonmotorized facilities map that includes proposed bicycle facilities. This map is included within the Appendix. The City of Renton has obtained grants for developing a citywide bicycle and trails map and to purchase bike racks for businesses.

The City of Renton also has a long-term plan for arterial HOV improvements. A copy of the HOV plan map is in the Appendix.

Transit – The city is pursuing a partnership with KC Metro and Transit Now to develop service enhancements within Renton. See Appendix for potential list of route enhancements. Renton is partnering with the City of Kent and KC Metro Transit to provide enhanced service hours for commuter bus routes as part of a Transit Now service partnership.



Typical King County Metro Bus Shelter

The city may also use capital expenditures for credit towards “speed and reliability” partnerships with King County Metro. Examples are the transit improvements being

I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

designed for the Hardie Avenue SW and Rainier Avenue South corridors. Provided Sound Transit's joint ballot measure with the Regional Transportation Improvement District (RTID) is passed by voters in November 2007, Sound Transit would fund capital and service enhancements in Renton, most notably a high-occupancy-vehicle (HOV) direct access ramp to I 405 at North 8th Street and a transit center with a parking garage in the vicinity of North 8th Street.

Parking – As part of a potential comprehensive package of suggested work site policies, the City may advise employers with parking issues to offer designated high occupancy vehicle (HOV) parking to registered carpools and vanpools in advantageous locations – closer to buildings and/or desirable amenities, under cover, or in a garage. If a fee is normally charged for parking, offer reduced fees to carpools and vanpools.

In cases where parking demands have spilled over onto public streets and into neighborhoods the city may develop additional residential parking zones and actively enforce them. Employers may consider developing parking pricing as mitigation for parking demand where limited supply exists.

Renton completed a parking supply study in 2001 for Downtown Renton (cited in Comprehensive Plan Transportation Element, XI-50 through XI-53). It could potentially be updated to reflect changes in employment trends, travel and parking demands, and new business opportunities in the city.

D. Review of Comprehensive Plan Policies

The City of Renton Comprehensive Plan, adopted on November 1, 2004 (Renton Ordinance 5099 and 5100) and amended most recently on November 27, 2006, contains several elements with policies pertaining to transportation demand management (TDM) and commute trip reduction (CTR). This goes beyond policies that are included in the TDM/CTR chapter of the Transportation Element of the Comprehensive Plan. The following is a list of major themes and examples of supporting policies:

- TDM and CTR
- Pedestrian, bicycling, and non-motorized transportation
- Parking ratio requirements and parking allowances
- Transit services and facilities

TDM and CTR policies are found principally in the Transportation Element of the Comprehensive Plan. Additional complementary policies are found within the Human Services (HS) and Land Use (LU) elements. Policies promote linking jobs and efficient transportation (HS-8 and HS-9), developing building site design to be pedestrian oriented with provisions for transit (LU-215), incorporation of TDM measures into site design, such as carpool or vanpool parking or providing pedestrians access to transit (T-51) and in the urban center, integrating transit and parking programs (LU-243).

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Designated carpool spaces at a CTR-affected employer's worksite

The Land Use Element states public facilities should be located within walking distance of transit stops (LU-72).

The Transportation Element encourages increasing high-occupancy-vehicle (HOV) use (T-31), development of TDM at the workplace to minimize disruptive impacts of traffic (T-43), fuller implementation of TDM city-wide, at residential and retail developments (T-49), reduction in single-occupancy-vehicle (SOV) commutes and reduction of vehicle-miles-traveled (VMT) (T-50) and promote better environment by encouraging non-SOV commutes (T-71).

Pedestrian, bicycling and non-motorized transportation policies are found in the Community Design (CD), Land Use (LU), Parks (P) and Transportation (T) elements of the Comprehensive Plan.

Policies within the Community Design Element advise inclusion of sidewalks along streets for pedestrian safety and comfort (CD-10 and CD-57). They recommend subdivision of city blocks, connection of sidewalk networks, and designing intersection crossings to make pedestrian walking distance more convenient (CD-15, CD-26, and CD-63), and orienting the buildings to face streets instead of parking lots (CD-21).



Bicycle Commuter in North Renton

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The Land Use Element contains policies encouraging bicycle and pedestrian transportation within the Urban Center – Downtown (LU-249 through LU-253). In the Urban Center – North, developers are required to orient buildings towards streets to minimize auto usage and increase pedestrian activity (LU-288). In commercial corridors where office uses of high density are envisioned, policies dictate circulation within these sites should be principally pedestrian oriented (LU-364) and site and building design should be transit and pedestrian oriented (LU-367).

The Parks Element, in regards to transportation issues, largely concerns itself with policies supporting trails. However, policies do touch upon commuter and non-recreational uses of trails and paths (P-63). Linkages are advised between residential and employment areas (P-67) and non-motorized routes parallel to arterial corridors are supported (P-69).

Within the Transportation Element, policies advise designing streets to facilitate pedestrian circulation (T-9) and accommodating non-motorized travel across the city (T-36).

Parking requirements are discussed in the Comprehensive Plan Community Design, Economic Development, Land Use, and Transportation elements. Policies include themes such as reduction or modification of parking requirements if transit is available to the site (CD-30, T-44 and T-48), taking a market-based approach to parking supply requirements (ED-20 and LU-239), and allow shared parking between developments or different uses (LU-210 and LU-238).

Transit services and facilities are discussed in the Human Services and Land Use elements of the Comprehensive Plan but the principal transit-related policies are in the Transportation Element. The Transportation Element includes policies directing the city to coordinate with transit agencies and other jurisdictions to develop regional and improved local transit services and facilities (T-17, T-18 and T-19); recognizes the Downtown Renton Transit Center as a important component of a high capacity transit (HCT) system (T-20); and, supports linking regional commercial uses by frequent and reliable mass transit (T-29).

E. Planning Coordination

The development of elements of the City of Renton CTR Plan has been coordinated with the following agencies:

Agency	Dates	Issues
King County Metro Transit	3/13/2006, 9/20/2006, 1/25/2007, 2/22/2007, 3/19/2007	

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Agency	Dates	Issues
Sound Transit	9/15/2006	ST bus service implementation plans
King County Commute Trip Reduction Services (KC CTR)	1/9/2007, 1/23/2007, 3/14/2007, 3/21/2007	
Bellevue, Issaquah, KC Metro CTR Services (representing Mercer Island and Woodinville), Kirkland and Redmond	4/30/2007	General feedback and comments exchanged; questions about public adoption process, funding, and financial plans; questions about methodology WSDOT and PSRC will use for evaluating merits and effectiveness of these plans
Federal Way, SeaTac and Tukwila	4/18/2007	General comments regarding coordination of services between cities; general feedback about planning process
Puget Sound Regional Council (PSRC)	9/6/2006, 9/26/2006, 12/13/2006, 1/16/2007, 2/20/2007, 3/20/2007	Miscellaneous topics regarding preparation of local CTR plans (baselines and goals, public process, coordination with Comp Plan updates, etc.)
WSDOT meetings, training sessions, and workshops	7/12/2006, 8/10/2006, 8/14-16/2006, 8/22/2006, 9/20/2006, 10/5/2006, 10/10/2006, 10/12/2006, 11/15/2006, 12/19/2006, 1/10/2007, 3/13/2007, 5/9/2007, 5/30/2007	Miscellaneous topics regarding preparation of local CTR plans (baselines and goals, public process, coordination with Comp Plan updates, etc.)
King County Coordinating Committee	2/14/2006, 9/12/2006, 9/28/2006	Funding issues and performance allocation concerns
Renton employers' CTR Network meetings	1/10/2007, 4/11/2007	Transit safety, transit connections and service frequency, employer management support for transportation programs, bicycling connections

I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

OPTIONAL INFORMATION

F. Broad Assessment of Jurisdiction's Existing and Planned Land use, Transportation and Transit Conditions

Land Use:

The City of Renton has been experiencing growth and revitalization throughout the city. Despite efforts to focus and channel growth within urban centers and other established urbanized areas, development at the periphery of the city continues to occur within potential annexation areas (parts of unincorporated King County).



New Housing Under Construction

In the past three or four years, there have been a number of new businesses established within Downtown Renton, the Renton Highlands, and in the office and industrial employment area south of I 405, and multi-family housing projects sprouting up in the urban centers with many within close proximity to transit stops and/or transit corridors. These projects are also surrounded by or being developed in conjunction with retail, office, and other employment opportunities.

Transportation:

There are a number of roads and transportation projects under construction currently within Renton and/or under design with the potential to be constructed prior to 2011. This includes the Rainier Avenue South and Hardie Avenue SW transit and pedestrian improvements projects, SR 169/I 405 ramps, I 405 HOV interchanges, Logan Avenue North/Park Avenue North (South Lake Washington project), and the Coal Creek Parkway/Duvall Avenue North widening project.

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Voters will have the opportunity in November 2007 to approve a joint roads and transit package of projects. The roads portion of the package is compiled by RTID. If this package passes, the Renton area will directly benefit from projects on I 405 and SR 167.

Transit:

Sound Transit has a joint ballot measure going to the voters in November 2007. If the joint RTID/ST2 package is approved, it would fund I 405 projects needed to clear the way for Sound Transit's North 8th Street direct access project to be built (a voter-approved 1996 Sound Move project). These HOV direct access ramps would connect I 405 to North 8th Street in North Renton (near Paccar/Kenworth, Boeing, The Landing, the Stoneway Concrete plant, and Fry's Electronics). The ST2 package would complement this improvement by building a new parking facility and transit station at North 8th Street. The ST2 package is a joint measure with RTID. These improvements are consistent with the WSDOT I 405 vision for a bus rapid transit system on I 405.

Parking:

Parking throughout the City of Renton is generally free with ample supply. Parking at park and ride lots, however, is often full, and occasionally spills over into the surrounding neighborhoods or businesses. Occasionally, bus commuters will park within a business' parking area and board a bus at a nearby stop. This activity is called "hide and ride" parking and often occurs adjacent to transit centers or near bus stops with better frequency of service. This can also occur near the "last out, first in" bus stop, a bus stop that is the last pick-up going out of town and the first drop-off when returning to Renton.



South Renton Park & Ride

The table below is a report of first quarter park and ride lot occupancy counts at some of the larger park and ride lots in Renton. Citywide, there are over 900 parking spaces available to commuters and the current percentage of these spaces occupied is 80%.

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Park and Ride Utilization Trends (counts from 1st quarter of each year)

LOT	2007	2006	2005	2004
Renton Transit Center:				
City Municipal Garage	105	126	75	(not open)
Metropolitan Place	126	126	122	117
South Renton P&R	373	375	373	371
Renton Highlands P&R	125	83	98	105
Renton First Baptist				
Church (lease-lot)	<u>60</u>	<u>70</u>	<u>72</u>	<u>6</u>
Totals:	789	780	740	599

II. and III. BASELINE, GOALS AND TARGETS

A. City of Renton

The City of Renton goals are an aggregate of all of the trips reduced citywide by all affected employers.

Area of Jurisdiction	2005 SOV Rate	2011 SOV Target Rate	2005 VMT	2011 Target VMT
City of Renton	78%	70%	13.38	11.64

B. Major Employers

The City of Renton has a goal for all CTR-affected employers to have a single occupancy vehicle (SOV) trip reduction of 10% and a reduction of 13% vehicle miles traveled (VMT).

Employer	2005 SOV Rate	2011 SOV Target Rate	2005 VMT	2011 Target VMT
Boeing Company E84749 – Garden Plaza	73%	66%	12.42	10.81
Boeing Company E84764 – Renton Plant	79%	71%	15.29	13.30
Boeing Company E84772 – Renton Village	88%	79%	13.21	11.50
Boeing Company E85399 – Longacres	86%	77%	14.63	12.73
Boeing Company E87304 – River Tech	94%	85%	15.37	13.37
City of Renton E81794 – City Hall	80%	72%	10.34	9.00
Classmates.com E89433	83%	74%	14.64	12.74
Cummins Northwest E88229	86%	78%	17.16	14.93
Cutter & Buck E88500	66%	59%	9.45	8.22
ER Solutions E88443	59%	53%	9.87	8.59

II. and III. BASELINE, GOALS AND TARGETS

Employer	2005 SOV Rate	2011 SOV Target Rate	2005 VMT	2011 Target VMT
Honeywell E80384	*	*	*	*
Hunter Douglas E87007	56%	51%	9.60	8.35
Kenworth Truck Co. E83097	68%	61%	13.55	11.79
King County Government E80762 – Renton Complex	87%	78%	15.84	13.78
King County Government E86561 – Black River	83%	75%	13.84	12.04
Microscan E99442	74%	66%	13.14	11.43
PACCAR E80747 – ITD	83%	75%	13.11	11.40
PACCAR E80721 – Parts	73%	66%	11.42	9.93
Renton Technical College E89730	73%	65%	10.22	8.89
US FAA E80663	73%	65%	12.90	11.22
Valley Medical Center E80697	81%	73%	11.82	10.28
Wizards of the Coast E85498	83%	75%	12.22	10.63

* Honeywell does not have any SOV rates nor a VMT goal established as they recently joined the CTR Program and their first survey is being completed at this time. By 2011 they will be required to have a 10% drop in SOV rate and a 13% drop in VMT off from the results of their baseline survey. If the results of their baseline survey are known prior to the finalization of this CTR Plan, those results will be included within this document.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

The City of Renton intends to implement the following as part of its CTR plan in partnership with other agencies to achieve established CTR goals and targets (Section II and III) by 2011.

A. Policies and Regulations (☐ N/A)

The City of Renton identified potential new or revised policies and regulations to reduce drive alone commute trips and vehicles miles traveled. Proposed changes are listed below.

1. Comprehensive plan policies (☐ N/A)

Renton is considering revising and/or adding the following Comprehensive Plan policies to support Renton's CTR goals:

The City of Renton supports development of an employers' group for managing transportation issues and providing commuting incentives and information. This transportation management association (TMA) could be responsible for conducting employer outreach activities, promoting and educating employees about drive alone options and administering special programs (i.e., transit discount programs, guaranteed ride home, etc.) to help affected employers make progress toward meeting their goals. No such entities currently exist within the City of Renton, but similar programs are in operation in the cities of Seattle, Bellevue and Redmond.

A potential policy could be: "The City of Renton supports development of an employers' group to manage transportation issues and distribution of incentives, conducting employer outreach activities, promoting and educating employees about drive alone options and administering special programs, such as transit discount programs, guaranteed ride home, or others to help affected employers reduce vehicle trips and demand for parking facilities."

The City of Renton, in conjunction with development of a TMA, should encourage property owners or property management firms for office complexes, office buildings, or retail centers and strip malls to develop comprehensive transportation packages for their tenants' employees to reduce trips, improve environmental quality, reduce natural resource consumption, and relieve demand for parking at these sites.

A potential policy could be: "The City of Renton encourages property owners and property management firms to develop comprehensive transportation packages for their tenants' employees to reduce trips, improve environmental quality, reduce natural resource consumption, and relieve demand for parking at these sites."

To reduce neighborhood transportation impacts, the City of Renton should suggest the Renton School District develop a comprehensive transportation program for their students and employees to reduce trips, improve environmental quality, reduce natural resource consumption and relieve demand for parking at their school sites.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

A potential policy could be: *"The City of Renton should suggest the Renton School District develop a comprehensive transportation program for their students and staff to reduce trips, improve environmental quality, reduce natural resource consumption and relieve demand for parking at their school sites."*

The City of Renton should evaluate the traffic mitigation requirements being attached to developers' projects, and should include the construction phase impacts and build upon the monitoring of the developers' transportation mitigation plans (TMPs). Currently, TMPs are managed by the Development Services staff within Public Works, a separate entity from CTR and TDM staff.

A potential policy could be: *"The City of Renton supports evaluating the traffic mitigation required for developers within the City of Renton and establishment of a monitoring program for transportation mitigation plans (TMPs) during and after construction".*

The City of Renton should support development of expanded TDM measures within the City of Renton, especially within designated urban centers.

A potential policy could be: *"The City of Renton supports development and implementation of travel option programs for all employers within the City of Renton, especially within designated urban centers."*

The City of Renton Community Design element should note commute trip generative land uses (parks, schools, housing developments, etc.) that generate an increase in peak hour commute trips should be required to include non-motorized facilities (bike racks, bike lockers, bike paths, etc.) and adequate provisions for transit amenities such as bus shelters, bus pull-outs, etc. where feasible and where proper security and access are available.

A potential policy could be: *"When property is developed or redeveloped within the City of Renton, any planned land uses that generate more peak hour commute trips (than the prior land uses) shall be required to include transit-supportive amenities (such as bus stops, pullouts, and shelters), multi-modal commuter incentives (such as carpool or vanpool preferential parking spaces), and non-motorized facilities where feasible, and where access and security are available. "*

To spur economic development in the City of Renton downtown core, the City should develop incentives to promote use of transit, City Center Parking Garage, and bicycle racks/non-motorized facilities to accommodate business and employee commute needs.

A potential policy could be: *"The City of Renton should develop incentives for employers within the Downtown core to promote use of transit, City Center Parking*

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

Garage, and bicycle racks/non-motorized facilities to accommodate business and employee commute needs."

To become model stewards of our local environment and champions of sustainable practices, the City should consider establishing a multi-departmental staff group (staffed by water and surface water, solid waste, and CTR personnel) tasked with establishing thresholds for acceptable air quality, water quality, and resource conservation, identifying measures to accomplish these reductions, and establishing a means of monitoring these measures in accordance with the U.S. Mayors' Agreement that Renton has endorsed.

A potential policy could be: *"In order to conduct business in accordance with and in the spirit of the U.S. Mayors' Agreement on the environment, the City of Renton should consider establishing a multi-departmental staff group (staffed by water and surface water, solid waste, and CTR personnel) tasked with establishing thresholds and monitoring strategies for maintaining acceptable air quality, water quality, and resource conservation, identifying measures to accomplish these reductions, and establishing a means of monitoring these measures."*

To support the CTR goals, the City of Renton should consider changing the ratio between housing and jobs (a modification of LU-16).

A potential policy could be: *"The City of Renton should revise housing to job ratios to reduce the number of commutes in and out of the city and instead focus on attaining a supply of affordable housing and occupations with wages capable of supporting the mortgages for residences within the city".*

To support the CTR goals, the City of Renton should support small-scale home occupations/entrepreneurial endeavors (LU-18).

A potential policy could be: *"Working from home, as a sole proprietor and/or home-based business, should be supported by the City, provided the occupation or business is not disruptive to the fabric of the surrounding neighboring community, and is not otherwise unlawful or prevented by the neighborhoods' homeowner covenants."*

Public facilities should all have non-motorized (bicycle and pedestrian) facilities available for public access and use.

A potential policy could be: *"Public facilities shall all have non-motorized facilities accessible and available for the public use."*

2. Land use regulations (☒ N/A)
3. Zoning code regulations (☒ N/A)

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

4. Street design standards (☐ N/A)

The City Street Design Standards in the City Code provide a minimum set of specified widths for streets if triggered by a submittal for a building permit. Depending on the type of development and street, the right-of-way required varies between the smallest, residential street, being 50 feet wide (32 feet paved with curbs) and the widest, industrial streets, being 66 feet wide (44 feet paved with curbs). Collector and commercial streets are to be 60 feet of right-of-way (36 and 40 feet paved, respectively).

Sidewalks are generally no less than five feet wide, occasionally with an additional five feet required for a planting strip buffer between the street and sidewalk.

Parking is required on both sides in residential and collector streets, whereas commercial and industrial streets do not require parking.

Overlay districts within the Comprehensive Plan often have requirements more stringent than what is contained within the City Code. These overlays, such as the Rainier Avenue South Commercial Corridor overlay, may require wider sidewalks or other improvements in these specific areas. It would be helpful to have these special requirements referenced within the City Code. A recommendation will be to reflect these special requirements in the City Code.

5. Concurrency regulations (☒ N/A)

The City of Renton level of service (LOS) and concurrency is multimodal and considers all modes of travel including transit, HOV, and non-motorized travel to develop an index. This index indicates how well the city's transportation system functions. This is counter to traditional LOS measurements that are limited to vehicle capacity and demand. No changes to concurrency regulations or LOS measurements are planned at this time.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

B. Services and Facilities

As part of its capital improvement program, Renton is planning the following improvements to help reduce single occupancy vehicle commute trips and vehicle miles traveled. In addition to Renton's investments, the jurisdiction is working with transit agencies to improve transit services and facilities (information about Transit Now and ST2 packages, a.k.a. "Roads and Transit" are in the Appendix).

Elements that are being implemented, and/or being considered or planned include:

1. High occupancy vehicle (HOV) lanes (☐ N/A)
 - The City of Renton has a HOV plan that includes HOV lanes (SR 167 SB), HOV ramps (I 405/SR 167), new HOV interchanges (I 405/North 8th Street), arterial HOV lanes (SR 169, Park Drive/Sunset Boulevard, and others) and queue jumps, and a transit corridor (Rainier/Hardie/Sunset).
 - A copy of the City of Renton HOV Plan is provided in the Appendix.
2. Transit services (☐ N/A)
 - Transit Now and ST2 improvements include service enhancements to more productive routes, including the 111, 101, 140 and others.
 - A copy of the Renton 2002-2022 Transit Plan is included in the Appendix.
3. Vanpool services and vehicles (☐ N/A)
 - Continue to advertise and coordinate with employers and employees to develop a larger vanpool and VanShare market.
 - Submit grant proposals when opportunities arise. Renton submitted a grant proposal for the WSDOT mobility grant to be used to initiate residential-based short distance vanpool programs and a buy-out program to gain back park and ride spaces in full lots.
4. Ride matching services (☐ N/A)
 - Continue to direct residents and businesses to *Rideshareonline* for ride-matching services.
5. Car sharing services (☐ N/A)
 - Seek out opportunities to start-up more Flex Car partnerships at major employment sites and transit centers.
6. Transit facilities (☐ N/A)
 - Encourage transit agencies and property owners/businesses to develop intercept park and ride lots in peripheral neighborhoods.
 - Encourage businesses along transit routes to consider using underutilized parking spaces for commute parking.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

- The City of Renton applied jointly with the City of Tukwila for a \$5.5 million grant to be used for a portion of the Sound Transit permanent station project at Tukwila (Longacres).
7. Bicycle and sidewalk facilities (☐ N/A)
- The City is currently developing a bicycle facility map. The principal purpose of the project is to develop a way finding map for bicyclists, however, the findings of this process will be used to identify gaps and guide future improvements.
 - The City of Renton has sidewalk and missing links programs to address sidewalk network deficiencies and opportunities for system integration of non-motorized facilities. The Sidewalk (walkways) Program has a \$250,000-per-year budget programmed into the Six-Year Transportation Improvement Program (2007-2012 TIP) and the Missing Links Program has \$30,000 a year programmed into the TIP. However, \$373,000 is budgeted for the Sidewalk Program in 2007. The Missing Links program has \$58,000 budgeted for 2007.
 - The City of Renton has a citizens' Nonmotorized Committee that deals with issues for walking and bicycling for fitness, recreation, and commuting.
 - The City of Renton is coordinating capital projects with the Renton School District *Safe Routes to School* program.
 - The City was awarded a grant for \$11,000 from the WSDOT TRPP program that will be used to supply qualifying employers with bicycle racks and incentive funds to entice employees to commute by bicycle.
8. Other (☒ N/A)
-

C. Marketing and Incentives

Renton will implement the following marketing and incentive programs that will help reduce drive alone trips and vehicle miles traveled.

- ☐ CTR-affected employer outreach (☐ N/A)
 - Continued outreach via the established CTR/TDM program and Renton CTR employers' network group, as supported by staff of KC Metro Transit CTR Services.
- ☐ Area wide promotions (☐ N/A)
 - Participation in "Rideshare week", "Fill It Up", Statewide vanpooling incentive programs, etc.
- ☐ Transit pass discounts (☐ N/A)
 - Promote the King County Metro transit pass (FlexPass) and/or regional ORCA card to employers.
- ☐ Parking cash-out programs (☒ N/A)

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

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- ☐ Carpool subsidies (☒ N/A)
-
- ☐ Parking charges and discounts (☐ N/A)
 - The City of Renton leases parking spaces in the Downtown Renton City Center Garage to King County Metro Transit for commuters' use. This lease is at a significantly reduced cost over the regular rate of \$45/month/space.
- ☐ Preferential parking (☐ N/A)
 - Market and promote opportunities for vanpool and carpool (HOV) parking areas to employers.
- ☐ Flexible work schedules (☒ N/A)
-
- ☐ Program to allow employees to work at home or a closer worksite (☒ N/A)
-
- ☐ Individualized marketing programs (☒ N/A)
-
- ☐ Neighborhood social marketing programs (☐ N/A)
 - When relevant, use existing Renton Neighborhood Program to promote travel options to residents.
- ☐ Other (☐ N/A)
 - Bike rack and bicycling incentive program (via potential WSDOT TRPP program funding).
 - Promote tax-free transportation savings account program to employers.

D. Special Programs for Mitigation of Construction Activities (☐ N/A)

WSDOT is planning a major construction project on I 405 that is expected to have a large impact on the transportation system within Renton and in the region. To help mitigate the impacts of the construction activities, Renton is planning to include effective elements of the CTR program. Major construction projects include the following:

- I 405 construction mitigation (project begins late 2007 and continues through 2011).
- City of Renton Rainier Avenue South and Hardie Avenue SW improvements.

Strategies for mitigating the I 405 project impacts include the following elements: (☐ N/A)

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

- Real-time “511” travel information and trip planning (online and via telephone)
- Bus schedule information and travel planning (online and via telephone and radio)
- Bicycling (promotions and outreach efforts to support non-motorized commuting)
- Carpool and vanpool formation and facilitation



Vanpool vehicle

Strategies for mitigating the City of Renton Rainier/Hardie project impacts would likely include the following elements: (☐ N/A)

- Variable electronic messaging signage for advanced warning for drivers
- Coordination with transit service providers to reroute buses and/or temporarily relocate stops
- Comprehensive outreach to community, including: schools, businesses, property owners, etc. via multiple means including: television, internet, utility billing enclosures, and local newspapers
- Develop detour plans that fully address the access needs of all modes of travel

Details of the duration and location of necessary closures for this project are currently not known. As details become known, a more thorough construction mitigation plan will be developed. The strategies outlined above have been employed successfully to reduce the impacts on traffic by the City's current South Lake Washington Roadway (and infrastructure) Improvements project in the vicinity of the North Renton neighborhood and the Boeing and Kenworth factories.

All of the strategies for the I 405 construction impact mitigation are provided by WSDOT. The City of Renton will support this effort by acting as a facilitator, conduit and booster for the “511” and affiliated programs and travel options during the course of the I 405 construction in Renton. We will distribute information to the public (residents, property owners, businesses, schools, etc.) using established networks and tools (such as the Neighborhood Program and/or the Renton CTR Employers' Network, inserts into utility bill mailings and the City of Renton website).

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

E. Schedule for Implementing Program Strategies and Services

The City of Renton has identified the following schedule for implementing the CTR program strategies and services. The agency responsible for implementing the strategy or service is also listed.

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Policies and Regulations		
Comprehensive Plan City Code/Zoning	Renton	2008; as-needed
Services and Facilities		
Transit Now and ST2	Renton, KC Metro, and ST	Transit Now, 2007 and beyond; ST2, pending successful ST2/RTID vote in November 2007
Marketing and Incentive Programs		
Commuter Bonus Plus vouchers; Rideshare Week; Bike to Work Day	Renton and KC CTR Services	2008 ongoing
Construction Mitigation Programs		
I 405 Rainier Avenue South Hardie Avenue SW SR 169 Duvall Ave NE	WSDOT City of Renton City of Renton City of Renton City of Renton	2007 and beyond 2007-2011 in phases 2007-2011 in phases 2007-2008 2007-2008

V. REQUIREMENTS FOR MAJOR EMPLOYERS

These are Renton's requirements and expectations for CTR-affected employers. The CTR Law specifies CTR-affected employers are required to implement a set of **at least four** commute trip-reducing measures as part of their CTR programs.

Required Element	Description
Designate an Employee Transportation Coordinator	The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization's CTR program. He/she is also the point of contact between the employer and the City of Renton to track the employer's progress in meeting CTR requirements.
Regular Distribution of Information to Employees	Information about commute alternatives will be distributed regularly to employees. Examples of information that will be distributed will include: <ul style="list-style-type: none">• Description of the employer's commute options program• Transit system maps and schedules• Vanpool rider alerts• Weekly traffic alerts• Wheel Options campaign promotional materials
Regular Review of Employee Commuting and Reporting of Progress	The employer is required to complete the Employer Annual Report and Program Description Form and submit it to the City of Renton. Every two years, the employer shall conduct a program evaluation to determine worksite progress toward meeting the CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) and achieve at least a 70% response rate.
Implementation of a Set of Measures	<p>The employer is required to implement at least four measures that are designed to increase the percentage of employees using the following modes:</p> <ul style="list-style-type: none">• Transit• Vanpool• Carpool• Bicycle or walking• Telework• Other non-single occupant vehicle modes <p>Measures to reduce drive alone commute trips and vehicle miles traveled include, but are not limited to:</p> <ul style="list-style-type: none">• Provision of preferential parking or reduced parking charges for high occupancy vehicles• Instituting or increasing parking charges for single-occupant vehicles• Provision of commuter ride matching services

V. REQUIREMENTS FOR MAJOR EMPLOYERS

	<ul style="list-style-type: none">• Provision of subsidies for transit fares• Provisions of vans for vanpools• Provisions of subsidies for carpooling or vanpooling• Permitting the use of the employer's vehicles for carpooling or vanpooling• Permitting flexible work schedules• Cooperation with transportation providers to provide additional regular or express service to the worksite• Construction of special loading and unloading facilities for transit, carpool and vanpool users• Provision of bicycle parking facilities, lockers, changing areas and showers• Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility• Establishment of a program to permit employees to work part or full-time at home or at an alternative worksite closer to their homes• Establishment of a program of alternative work schedules, such as compressed work week schedules• Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site daycare facilities and emergency taxi services• Employers or owners of worksites may form or utilize an existing transportation management association or other transportation-related associations by RCS 35.87A.010 to assist members in developing and implementing commute trip reduction programs
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VI. DOCUMENTATION OF CONSULTATION

This section describes the consultation process that was used to develop Renton's Commute Trip Reduction plan. The plan was developed in consultation with the following organizations and individuals:

A. City of Renton (☐ N/A)

1. Economic Development, Neighborhoods, and Strategic Planning (EDNSP) Department (☐ N/A)

Contact: Rebecca Lind, Senior Planner

Issues: _____

2. Planning, Building, and Public Works (PBPW) Department (☐ N/A)

Contact: Kayren Kittrick, Development Services Engineering Supervisor

Issues: _____

3. Finance and Information Services (FIS) Department (☐ N/A)

Contact: Mike Bailey, Finance Administrator

Issues: _____

4. Planning Commission (☐ N/A)

Contact: Erika Conkling, EDNSP Planner/Planning Commission staff

Issues: _____

5. Renton City Council – Transportation Committee (☐ N/A)

Contact: Marcie Palmer, Chair, Transportation Committee

Issues: _____

B. WSDOT (☐ N/A)

Contact: Keith Cotton

Issues: _____

C. Puget Sound Regional Council (PSRC) (☐ N/A)

Contact: Lindy Johnson

Issues: _____

D. Neighboring Local Jurisdictions (via King County CTR Coordinating Committee) (☐ N/A)

Contact: Kathy Anderson, City of Seattle, 2007 Chairperson

Issues: Legislature's budget for base funding of CTR-affected sites in the state.

E. Renton CTR-affected Employers (via Renton CTR Employers' Network) (☐ N/A)

Contact: Tim Apicella, ETR, KC CTR Services

Issues: Bike paths need to be connected and roadways need to be built to accommodate non-motorized travel; transit facility and vehicle (personal) safety; bus service does not offer schedules or destinations to make bus commuting an attractive option for their employees; worksite policies governing promptness are generally unbending and restrictions hamper instituting flexible schedules and/or teleworking. Other issues include: young

VI. DOCUMENTATION OF CONSULTATION

teen drivers and school transportation; supporting development of a recognition program for effective CTR employers' programs; increased commute education and outreach.

F. Business Groups (☐ N/A)

Contact: Greater Renton Chamber of Commerce

Issues: _____

G. Transit Agencies (☐ N/A)

Contact: Doug Johnson, KC Metro and Jim Moore, Sound Transit

Issues: _____

H. Transportation Management Associations (☒ N/A)

Contact: _____

Issues: _____

I. Community Groups (☐ N/A)

Contact: _____

Issues: _____

J. Special Interest Groups (☒ N/A)

Contact: _____

Issues: _____

I. Individuals (☒ N/A)

Contact: Pinnacle Apartments at Lake Washington (property management contact)

Issues: During a meeting (5-10-07) regarding feedback on an adjacent park, these issues surfaced: trail connections, parking on busy events; traffic during commute hours; lacking close-by transit services; concerns over roadway infrastructure.

Organization/Party	Meeting Date	Contact Person

VII. A SUSTAINABLE FINANCIAL PLAN

This identifies revenues and expenses associated with Renton's Commute Trip Reduction Plan, describing available funding sources Renton may use to implement a CTR Plan and expenses including program administration, training, employer assistance, policy development, outreach activities, promoting transit and ride sharing services.

A. Funding Sources

1. WSDOT CTR Grant (☐ N/A)

The WSDOT CTR Grant is the annual allocation that is given to jurisdictions to support and administrate their CTR programs in accordance with State and local CTR laws.

Based on past trip reduction performance and the number of CTR-affected worksites within Renton, the typical annual allocation from WSDOT is about \$40,000. While the funding methodology may be changed in the future biennium, the funds for 2007-2008 implementation are consistent with the 2006-2007 allocation.

2. City of Renton Operating Funds and Capital Investment Program Funds (☐ N/A)

City of Renton resources include funds from operating budgets and capital investment programs. Capital investment program funds are usually earmarked for certain projects such as bicycle and sidewalk facilities, intelligent transportation systems (ITS) equipment and specific road improvements.

The City funds a portion of the TDM/CTR program via the business license fee. The fee is based on a head count of employees, currently \$55 per each full-time-equivalent (FTE) employee. The total City of Renton Transportation Systems Division budget for 2007 is \$36.2 million, plus another \$17 million specifically from a separate fund supporting the South Lake Washington Infrastructure Improvements Project; \$55,000 is for a TDM/CTR program with \$42,000 (estimated) coming from the State of Washington CTR allocation. The remainder is from the business license fees.

A copy of the 2007-2012 Transportation Improvement Program (Six-Year TIP) information regarding the TDM/CTR Program (TIP #34) is included in the Appendix.

3. Federal Funds (☐ N/A)

Federal funds potentially could include the grants from the Congestion Mitigation and Air Quality Improvement program (CMAQ), Surface Transportation Program, and the Federal Transit Administration (FTA).

No federal funds are currently programmed for funding our local CTR program elements at this time, however, the City of Renton did at one time use federal grant funds for CTR. That grant was a CMAQ grant for \$26,185 (GCA-2316) and it was used during 2002-2003. The City of Renton will take advantage of this or similar grant opportunities if or when offered. The financial plan assumes funding of \$20,000 a year may come from federal sources.

VII. A SUSTAINABLE FINANCIAL PLAN

4. Employer Contributions (☐ N/A)

These funding sources include both financial and in-kind contributions from employers.

Employers are currently not required to contribute funds directly into any TDM/CTR funding pool, such as a membership to a TMA. Some have made arrangements with adjacent employers' sites to form co-op vanpool groups. As far as in-kind contributions, employers have in the past hosted Renton CTR Network meetings at their worksites for regularly scheduled coordination meetings or training sessions. A value of \$500 a session, occurring four times a year has resulted in a yearly \$2,000 in-kind value being listed in the financial table.

5. Other State Funding Sources (☐ N/A)

Funding sources include other State programs providing assistance to programs helping to make progress toward CTR goals. Funding sources may include the Safe Route to Schools Program, competitive public transportation grants, etc.

The City provides technical support to the Renton School District for their Safe Route to School program. Other grants applied for include TRPP, TIB, FAST, and the WSDOT Urban Mobility grant. None of the awarded grants (such as two TIB grants for Rainier Avenue South and another for Benson Road South) have directly funded CTR/TDM activities or programs. However, in all cases, the capital projects being developed will aide in reduction of SOV trips. The Rainier Avenue South grants add funding to projects improving pedestrian safety and access to transit. The Benson Road project completed a missing link by adding linear feet of sidewalk near high-density apartments, schools and a church, effectively linking pedestrian facilities from Downtown Renton to residential communities in the southeast. These expenditures or TIB funding are not reflected in the financial plan.

6. Construction TDM Funds (☒ N/A)

Funds may be available through construction mitigation programs. These programs can be used to enhance Renton's CTR program and provide program assistance to CTR work sites. Currently, no funds of this type are used to fund specific elements within the existing TDM/CTR program.

VII. A SUSTAINABLE FINANCIAL PLAN

Source of Funding	Responsible Agency	Estimated Revenue FY 2008	Estimated Revenue FY 2009	Estimated Revenue FY 2010	Estimated Revenue FY 2011	Total Estimated Revenue
CTR Grants	WSDOT	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
Other State Funds (TRPP)	WSDOT, CTED	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000
Federal Funds	RTPO	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
Local Funds from Operating Budgets (TDM + transit)	Local Jurisdiction	\$ 68,000	\$ 68,000	\$ 68,000	\$ 68,000	\$ 272,000
Capital Investment Program (bike racks)	Local Jurisdiction	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 24,000
Transit Revenue	Transit Agency + Kent + Renton	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$1,200,000
Employer Contributions	In-kind donations	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 8,000
Developer Contributions	Local Jurisdiction	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A
Mitigation Funds for Construction Projects	Local Jurisdiction	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A
TOTAL		\$ 441,000	\$ 441,000	\$ 441,000	\$ 441,000	\$1,764,000

VII. A SUSTAINABLE FINANCIAL PLAN

B. Program Expenses

1. Administration (☐ N/A)

Program administration includes activities such as identifying and notifying affected employers, reviewing employer progress reports, evaluating employer programs, coordination with neighboring jurisdictions and transit agencies, and preparing annual reports on the CTR program.

Agency: City of Renton and King County Metro CTR Services

Responsibility: Identifying and notifying affected employers, reviewing employer progress reports, evaluating employer programs, coordination with neighboring jurisdictions and transit agencies and preparing annual reports on the CTR program.

2. Facilities (☐ N/A)

Facilities include capital elements that help to reduce the number of drive alone trips. Elements include high occupancy vehicle lanes, bicycle lanes, sidewalks, transit signal priority improvements, and bus shelters.

Agency: City of Renton

Responsibility: High occupancy vehicle lanes, bicycle lanes, sidewalks, transit signal priority improvements and bus shelters.

3. Services (☐ N/A)

Services include elements that support transit and ride sharing. Elements include transit services, assistance with the formation of vanpools, car sharing and ride matching services.

Agency: King County Metro Transit and Sound Transit

Responsibility: Provide elements supporting transit usage and ride sharing, including transit services, assistance with the formation of vanpools, car sharing, and ride matching services. This includes: Rideshare Online, VanPool, and VanShare program support.

4. Marketing (☐ N/A)

Marketing includes activities that help to promote and increase awareness of commute options among commuters and residents. Activities include the development and distribution of transit and ride sharing information, promotional campaigns, web sites to promote commute options programs, and outreach to employers.

Agency: King County Metro Transit and KC CTR Services

Responsibility: Conduct activities to promote and increase awareness of commute options among commuters and residents including the development and distribution of transit and ride sharing information, promotional campaigns, web sites to promote commute options programs, and outreach to employers.

5. Incentives (☐ N/A)

Incentives include transit pass discount programs; subsidies for vanpool programs, and other contributions to encourage employers to participate in commute options programs.

VII. A SUSTAINABLE FINANCIAL PLAN

Agency: KC Metro Transit CTR Services
 Responsibility: The contract between the City of Renton and KC CTR Services for CTR implementation includes a portion to fund incentives for employers. This can include transit pass discount programs, subsidies for vanpools or carpools, etc.

6. Training (☐ N/A)

Training includes activities for both employer and local jurisdiction staff. Training may include workshops on various topics to address CTR, attendance at conferences and other training opportunities that will help improve program performance.

Agency: King County Metro CTR Services
 Responsibility: Host employer workshops on various CTR-related topics, such as basic CTR training and pre-tax transportation savings programs.

Expense	Responsible Party	Estimated Cost FY 2008	Estimated Cost FY 2009	Estimated Cost FY 2010	Estimated Cost FY 2011	Total Estimated Cost
Prepare local CTR plan and ordinance	Renton	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
Administer CTR program (contract management, annual reporting, survey process, coordination meetings)	Renton and KC Metro CTR Services	\$ 48,928	\$ 48,928	\$ 48,928	\$ 48,928	\$ 195,712
Training	KC Metro CTR	See note below	See note below	See note below	See note below	See note below
Conduct employer outreach	KC Metro CTR	See note below	See note below	See note below	See note below	See note below
Implement transit Transit Now Route #153 enhancement	Renton, Kent, KC Metro	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,200,000
Implement supporting transit facilities	KC Metro and Sound Transit	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A
Implement supporting vanpool services	KC Metro	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A
Implement bicycle and pedestrian facilities	Renton	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 24,000
Offer program incentives	KC Metro CTR Services	See note below	See note below	See note below	See note below	See note below

VII. A SUSTAINABLE FINANCIAL PLAN

Expense	Responsible Party	Estimated Cost FY 2008	Estimated Cost FY 2009	Estimated Cost FY 2010	Estimated Cost FY 2011	Total Estimated Cost
Car sharing services	FlexCar	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A
Conduct special area wide promotions	KC Metro, WSRO, WSDOT	\$ N/A	\$ N/A	\$ N/A	\$ N/A	\$ N/A
Update Comprehensive Plan	Renton	\$ 48,000	\$ 48,000	\$ 48,000	\$ 48,000	\$ 192,000
Total		\$ 410,928	\$ 410,928	\$ 410,928	\$ 410,928	\$ 1,643,712

Note: CTR program administration, employer training, employer outreach, and incentives are included in the annual \$48,928 figure listed in "Administer CTR Program". This figure is derived from multiplying a cost to perform these tasks at a site (\$2,224) by the number of sites in Renton (currently 22). The \$2,224 cost per site estimate was developed by King County CTR Services staff reflecting the amount of hours they spend at a site covering the basic required elements of the CTR Law. The City of Renton has historically contracted with KC CTR Services to perform the day-to-day administration of the local and State requirements of the CTR Law to employers. Historically, the contracts with KC CTR have been in the \$40,000 range, sometimes a bit less, sometimes a bit more.

While it would appear the City of Renton has a surplus of about \$120,000 between what is budgeted and what is collected, the financial plans assume there would be federal grants (possibly CMAQ) and other funding sources not in hand. Expenditures on the program, especially in regards to revising the Comprehensive Plan and CTR Plan, are only estimates.

VII. A SUSTAINABLE FINANCIAL PLAN

C. Financial Gaps

Service or Strategy	Target Market	What Strategy Will Accomplish	Annual Financial Gap	Potential Funding Source
Non-SOV commute alternative incentives	SOV commuters	Build and retain non-SOV commute mode	\$ 50,000.00	Business license fee; State and Federal grants
Pedestrian and bicycle facility improvements (capital)	SOV commuters and current non-motorized commuters	Build non-motorized commuter market	\$ 6,000.00	Business license fee; developer mitigation fee; State and Federal grants

VIII. IMPLEMENTATION STRUCTURE

To implement the strategic plan for the Commute Trip Reduction program, Renton will partner with transit agencies, King County CTR Services and CTR-affected employers.

Listed below are entities involved with the implementation of the Renton's CTR Plan and their responsibilities.

A. City of Renton (☐ N/A)

The City will be responsible for developing and implementing a local CTR Plan, ensuring the CTR Plan is consistent with the Comprehensive Plan. As part of the CTR Plan, Renton will set the goals and targets for the affected employers. For CTR program administration, the City is responsible for ensuring affected employers are in compliance with the CTR Law and contracts with King County Metro Transit CTR Services for employer outreach, program review, and annual reporting of employer progress.

Roles

- Provide leadership for local CTR program
- Provide communication link between employers and State CTR Board
- Program booster

Responsibilities

- Developing and implementing a local CTR Plan
- Ensuring the CTR Plan is consistent with the Comprehensive Plan
- Renton will set the goals and targets for the affected employers
- The City is responsible for ensuring affected employers are in compliance with the CTR Law
- Contracts with King County Metro Transit CTR Services for employer outreach, program review and annual reporting of employer progress

B. King County CTR Services (☐ N/A)

The City has historically hired King County Metro Transit CTR Services as a contractor to perform various services as part of the City's CTR program.

Roles

- Contractor hired by jurisdiction to provide support and implementation of State and local CTR Law to affected employers' worksites.

Responsibilities

- Ensure all affected employers are aware of and comply with the State and local CTR laws
- Notify sites as they become affected
- Administer the survey requirements of the CTR Law
- Provide support to employers with incentives and information to help employers develop and maintain effective CTR programs for their employees

VIII. IMPLEMENTATION STRUCTURE

C. King County Metro Transit and Sound Transit (☐ N/A)

The transit agency will be responsible for providing transit and ride sharing services to the major employers. In some cases, transit agencies will also conduct employer outreach and be responsible for tracking employer progress.

Roles

- Transit service provider
- Capital facility developer
- Maintenance of transit capital facilities

Responsibilities

- Provide transit services to worksites and transit centers in support of local land use and growth targets as established by the GMA
- Provide ride sharing services
- Transit agencies will also conduct employer outreach
- Responsible for tracking employer progress
- Provide park and ride and other transit-supportive large capital investments
- Develop and implement advertising and marketing campaigns and contests to stimulate and retain transit ridership

D. Transportation Management Association (☒ N/A)

Currently, no such entities exist within the City of Renton. Transportation management associations could be responsible for conducting employer outreach activities, promoting and educating employees about drive-alone options and administering special programs (i.e., transit discount programs, guaranteed ride home, etc.) that will help affected employers make progress toward meeting their goals.

E. CTR-affected Employers (☐ N/A)

The employer will be responsible for complying with the requirements of the State CTR Law. These requirements include designating an employee transportation coordinator, regular distribution of information to employees, regular review of employee commuting and reporting of progress to the City of Renton, and implementing a set of measures to help achieve progress toward meeting goals.

Roles

- Implement their local worksite CTR program
- Partner in shaping how the local and State CTR laws shall be administered, progress measured, and reported

Responsibilities

- Implementation of their worksite CTR program
- Support employee needs with incentives and information
- Participate in local CTR coordination meetings
- Measure and report to local jurisdiction on progress

VIII. IMPLEMENTATION STRUCTURE

Strategies and services were identified in Section IV. Entities listed in Section VIII A through VIII E are responsible for these components of the CTR Plan.

Note: We intend to continue to use a contractor (King County Metro Transit - CTR Services) to administer the City of Renton CTR program on the behalf of Renton.

CTR Implementation Plan

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Policies and Regulations		
Comprehensive Plan City Code/Zoning	City of Renton	2008 and beyond; as needed and when appropriate
Services and Facilities		
Transit Now (10 year plan) ST2/RTID	KC Metro Transit and Renton; Sound Transit	Transit Now 2007 and beyond; ST2/RTID on ballot in Nov. 2007
Marketing and Incentive Programs		
Commuter Bonus Plus vouchers; Rideshare Week; Bike to Work Day	Miscellaneous promotion sponsors, can include: Commuter Challenge, Cascade Bicycle Club, KC Metro Transit, WSDOT	Ongoing promotions generally year-round
Construction Mitigation Programs		
I 405 and SR 169 Rainier, Hardie, and Duvall	WSDOT City of Renton	Beginning 2007 Beginning 2007

IX. Growth and Transportation Efficiency Centers

NOTE: Inclusion of a Growth and Transportation Efficiency Center (GTEC) within this section is only required for jurisdictions applying for a GTEC designation. (☒ N/A)



Traffic in Downtown Renton

X. Appendix
